



BLACK & VEATCH

SPECIAL PROJECTS CORP.

Jeff - Comments?
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King County International Airport

BVSPC Project 40584

BVSPC File C.3

February 6, 1996

Mr. Calvin Hoggard
Ms. Julie Rodwell
King County International Airport
7223 Perimeter Road
P.O. Box 80245
Seattle, WA 98108

Subject: EMF Building Remediation

Dear Cal and Julie:

I received from you yesterday a copy of the letter from J.T. Johnstone to C. Hoggard dated 24 January, 1996, and the accompanying "Environmental Restoration Plan - Electrical Manufacturing Facility and Leased Property...". I have reviewed these documents and in general my sense is that Boeing is complete in their basic description of remediation responsibilities related to EMF site soil and groundwater cleanup. I do, however, have a few comments which I think need to be addressed, and a revised "Environmental Restoration Plan..." issued.

1. There is no mention in the Boeing plan regarding the King County requirements for Boeing to pave the site following building demolition. In the contractual document I reviewed for Bill Angle, we had included a complete paragraph defining grading and paving requirements. It could be that execution of that initial agreement will enforce the site paving, but it seems like an appropriate item to be discussed as a new Section 2.1.3. in the Boeing Environmental Restoration Plan. I suggest that the paving work also be included in the schedule. There may be a possibility that with pavement installation following initial investigation, the site could be partially occupied by KCIA prior to final completion of the work plan. The other reason to require pavement installation as soon as possible following demolition is to maintain an impervious cap surface above suspected soil contamination, to restrict infiltration of groundwater which may further mobilize and exacerbate, the extent of groundwater contamination. We may want to discuss this further with Boeing.

*done
Item 3
of agreement*

2. I suggest Section 2.2.1. include the following:

"All demolition, investigation and remedial action activities will be conducted utilizing the appropriate environmental controls to assure that dust emissions, volatile emissions, and potentially contaminated surface water runoff are

if KC approves IRAP then this would be covered in our review

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managed on the EMF site, in accordance with all applicable regulations, to protect off-site workers and public from exposure to contaminants and nuisance dust".

I assume Boeing will be responsible for permitting required for demolition and remediation. If so, this responsibility should be defined, and the specific permits defined. A construction NPDES permit for stormwater management may be required. Permit and coordination requirements between Boeing and KCIA should be reviewed and/or defined by Jeff Winter, and included in Section 2.2.1.

3. I suggest Section 2.2.2. include a requirement such as the following:
- " Copies of all draft and final project documents identified in the Scope (Section 2.2.1), analytical results from soil and groundwater investigations, and correspondence between Boeing and WDOE will be provided to Mr. Calvin Hoggard at KCIA in a timely manner - not to exceed 30 days following their production or receipt by Boeing."

Otherwise, I feel the work plan is complete. My review does not confirm that the proposed Boeing schedule meets your schedule constraints. Please call me at 224-4608 with any questions.

Very truly yours,
BLACK & VEATCH SPECIAL PROJECTS CORP.


Kathryn H. Snider, PE, RLA
Vice President

CDB

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